From: Linc Wehrly

To: Matt Brusstar; Ben Ellies
Subject: Fw: Diesel certification
Date: 09/04/2007 03:31 PM

Matt,

As Steve points out, no one has given us an adjustment factor for CO2. See Steve's message for the values for the 2007 MY Dodge Ram 3500 with the 6.7 liter Cummins.

Linc

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----- Forwarded by Linc Wehrly/AA/USEPA/US on 09/04/2007 03:29 PM -----

Stephen Healtr/A

Healy/AA/USEPA/USEPA-OAR,OTAQ,CISD

To Linc Wehrly/AA/USEPA/US@EPA

cc Martin Reineman/AA/USEPA/US@EPA

Subject Re: Fw: Diesel certification

Received Date: 09/04/2007 02:46 PM Transmission Date: 09/04/2007 02:46:50 PM

Cummins does not have an adjustment factor for CO2. The other adjustment factors are:

NOx = 0.0494 g/mi CO = 0.001 g/mi NMHC = -0.0001 g/mi PM = 0.000 g/mi

▼ Linc Wehrly/AA/USEPA/US

Linc Wehrly/AA/USEPA/US

EPA-OAR,OTAQ,CISD Sent by: Linc Wehrly To Stephen Healy/AA/USEPA/US@EPA, Martin Reineman/AA/USEPA/US@EPA

CC

Subject Fw: Diesel certification

Received Date: 09/04/2007 02:21 PM Transmission Date: 09/04/2007 02:21:18 PM

Steve/Marty,

Per the request in the message below, could you each tell me what the final regeneration adjustment factors were for the Cummins and the Mercedes E320,so that I can pass it on to Matt Brusstar.

Thanks, Linc

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----- Forwarded by Linc Wehrly/AA/USEPA/US on 09/04/2007 02:18 PM -----

Matt

Brusstar/AA/USEPA/US
EPA-OAR,OTAQ,ATD
Sent by: Matt Brusstar

To Linc Wehrly/AA/USEPA/US@EPA
cc Ben Ellies/AA/USEPA/US@EPA

Subject Diesel certification

Received Date: 09/04/2007 02:15 PM Transmission Date: 09/04/2007 02:15:46 PM

Linc,

We're in the process of doing the vehicle CO2 emissions simulation work with Ricardo, and we're including some diesel simulations as part of it. In order to account for aftertreatment regeneration/desulfation in the EASY-5 model, Ricardo is simply applying a fuel penalty at the end.

I was wondering how this compared with any LD cert data for diesels that we have generated. How is the fuel penalty accounted for, given that the regen schedule isn't so regular that the FTP would always accurately capture it? Is there a factor similar to the one that Ricardo is using for their models that is applied to the measured fuel?

Matt.